

50X1-HUM

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THIS IS UNEVALUATED INFORMATION

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1. Major Pavel Grachev, head of KTB-3, was arrested at his home during the night of 9-10 May 1949 and was subsequently imprisoned at Dresden and Frankfurt/Oder. The reason for his arrest is unknown, but he is known to have been on bad terms with his chief, Colonel V. Konstantinovich Lvov, of the Technical Commission in Berlin/Baumschulenweg. Ing. Glukhov, second in command at KTB-3, has also quarreled with Col. Lvov. The new head of KTB-3 is Ing. D. V. Lvov, formerly of KTB-2, Wildau. He was to take over the post officially on 15 June 1949.
2. Obering. Dr. Manfred Ohmichen, German technical chief at KTB-3, has been offered a professorship at the Dresden Technische Hochschule. It is not known whether or not he will accept. The Russian reaction to the resignations of several engineers was to increase their salaries and to let it be known unofficially that if they persisted, it might be necessary to ban resignations from the Bureau.
3. On 6 and 7 April 1949, a meeting was held in KTB-3 at which the German engineers described to the Russian officers of the Technical Commission of the NII, headed by Colonel Lvov, the progress made up to that time on the G-03 and G-18 turbines.
4. Following are the turbine research plans decided on at this meetings:
 - a. The Russians want the Bureau to design and build a gas turbine suitable for efficient operation in road and rail transport. They were not insistent, however, that this turbine should be suitable only for rail and road transport.
 - b. A G-04 turbine is to be built, based on the experience gained in constructing the G-03. Then a more powerful turbine (4500 HP) is to be built, based on the G-03 and the G-04. This last turbine may be known as the G-18-A, B, or C, and is to be designed for the use of Russian residual oils (Masut81). The designers have not yet been given analysis figures for this oil, however. A test bed, to be known as G-18-K, is to be erected in an unused room of the turbine factory buildings.
 - c. The Germans blame the lack of suitable materials for various faults, and the Russians have promised to furnish special steels, such as Trinidur, in the future.

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5. Orders were given in May 1949 that all papers and materials connected with the D-02 turbines were to be crated and sent to the Ministry for Transport Machine Construction in Moscow.
6. In early April 1949, Major Lazarenko, of SIB-2, Berlin-Niederschönhausen, accompanied by Ing. Ferdinand Deenhoff and Bruno Kretschmer, both of Görlitz, visited KTB-3. They stated that SIB-2 had designed gas turbines of from 350 to 1,000 HP which are to be built in the former WUMAG factory in Görlitz. Since WUMAG does not have the special milling machine required for the manufacture of blades for these turbines, the visitors asked if the blades could be made either in KTB-3 or at the Turbinenfabrik in Dresden. No decision was reached, however. The visitors also stated that SIB-2 would soon be dissolved and that the engineers would be transferred to the new Bergmann factory, which is to be expanded as the Turbinenfabrik, Berlin.
7. Herr Fichtner, buyer for KTB-3, visited SAG "AMO" on 29 March 1949 and placed an order for a "Turbo-Fast-Kupplung" for the G-18-A turbine. On 1 April 1949, KTB-3 also approached Firma "GUS", Leipzig-West, with a view to obtaining housings for turbines (Turbineneintrittsgehäuse) for the prototype G-18-A turbine. "GUS" agreed to cast the housings in two halves according to drawing GE 11-1235 (0) in N.C.T. 5 steel (21% chrome - 10% nickel). The castings were to be made at the same time as the guide wheels for the turbine. Delivery was promised by 10 May, 1949. The firm had already cast the upper parts of the turbine housings (Turbinengehäuseoberteile) and the "Stopfbüchsen-Flanschen", and was in the process of completing the lower parts of the turbine housings (Unterteile) and the "Leitradscheiben".

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